





## THE ALABAMA.

## STORY OF HER CRUISE FROM FIRST TO LAST.

(From the London Standard, June 25.)

The interest taken in the various efforts which the Confederates have from the first been making to secure a naval force is sufficient in itself to secure eager readers for any account of the proceedings of their cruisers; and, considering the dangers and difficulties by which they are hedged around, the careers of those vessels cannot well be other than marvellous. But that interest is intensified at the present moment by the glorious termination of the glorious cruise of the Alabama, whose fate is now the subject of comment throughout the length and breadth of the land. Hitherto we have had nothing in naval history at all resembling the proceedings of the few ships which the Confederate Government have been able to get and keep afloat; and certainly the most remarkable of these vessels has been the Alabama, both in respect of the duration of her career, her extraordinary success in accomplishing the ends for which she was constructed, and her wonderful escapes and adventures from the first moment she left the building-yard of the Messrs. Laird, of Birkenhead, to last Sunday morning, when she boldly steamed out in a sea-worn condition from a friendly harbour, attacked a vessel greatly her superior in armament, crew, construction, and actual condition, fought her desperately for upwards of one hour, and went to the bottom riddled through and through with shot and shell. Such an end was the fitting termination of such a career. For two years she had been able to escape her numerous foes, and to inflict tremendous damages on Federal commerce; and the destruction of this one vessel will be found to produce a greater effect on New York marine insurances than could be secured by all the Federal vessels, which, during that time, have been in pursuit of her in every quarter of the globe. The vessel herself was a swift, stout craft; but it was her captain and crew that made her name so superlatively terrible to the Yankees. In proof of this, nothing more is needed than a reference to the fact that Captain Semmes and his men had done almost equivalent wonders in the miserable little Sumter, which was at last fairly run to earth in the Spanish peninsula. It was owing to skill and daring—helped out by no small share of good luck—that the Vanderbilt and some half-dozen other Federal vessels, actually superior in speed to the Alabama, were for two years unable to bring her to bay. The officers of this adventurous cruiser were all young men, full of life and energy; and the same may be said of the crew, who had in them a dash of the "dare-devil" spirit of the pirates and corsairs of old. They were a turbulent set at the best, and nothing but their admiration for the brilliant professional qualities of their officers, and the strong and determined character of the authority to which they were subjected, kept them in anything like good order. With such materials at work there is nothing surprising in the career of the Alabama or its brilliant termination.

We now propose taking a glance at the entire history of this remarkable vessel, premising that most of our materials are derived from private journals of some of her officers, and that the story we are about to set before our readers is, as nearly as possible, accurate in every particular. It will be fresh in the recollection of many persons that the Alabama was originally known as "No. 290," and was built (as already noticed) by the Messrs. Laird, of Birkenhead. She was a barque-rigged wooden vessel, of 1040 tons, length of keel 210 feet, length over all 229 feet, beam 32 feet, and depth 17 feet. She was a screw propelled, and her engines, also built by Messrs. Laird, were of the horizontal species and of 300 horse-power each. She had a stowage for 350 tons of coal, and her sails were fore, foretopmast staysail and jib, two large tryalls, the usual square sails on fore and main, with the exception of the mainmast, which was flying, sparker, and gaff-topails; all standing rigging of wire. Her appropriate motto was—"Aide toi et Dieu l'aidera." (Help yourself and God will help you). She carried a cutter, launch, gig, whale-boat, and dingy. Her main deck was pierced for twelve guns; her stern elliptical, bilged head, high bulwarks, and excellent accommodation for captain, officers, petty officers, and crew. Her full complement of men was 120, and her shell rooms, magazines, store-rooms, &c., were in keeping with the excellent general arrangements of the vessel. By the 29th of July, 1862, the Alabama was in a sufficiently forward state to put to sea, and on that day she steamed down the Mersey, ostensibly on her trial trip, and having on board a large number of ladies and gentlemen as a blind to her real intentions—a ruse very necessary at the time, as the representatives of the Federal Government were narrowly watching her movements, and had even denounced her to the Home Secretary. Her trial trip was destined to be a long one, and a revisit to Liverpool was not included in the programme. In the afternoon the obliging male and female friends of Messrs. Laird were transferred to a steam tug, wishing the Confederate cruiser God speed on her perilous career. As soon as the real character of the trial trip became known in Birkenhead and Liverpool the utmost consternation prevailed amongst the Federal functionaries and the Customs officials. The latter, indeed, seem to have been on the point of seizing the "290" at the moment of her departure, but somehow she just escaped their clutches. The former persons at once telegraphed to the Federal steamer Tuscarora, then cruising off the south-western shores of our island; but although "290" was still for some time about the Irish Sea she was lucky enough not to meet with her pursuer. Had she done so her career would certainly have terminated there and then, as she was still destitute of armament, and much remained to be done towards her actual completion as a sea-worthy vessel. "No. 290"—for as yet she bore no other name, being in that Pagan condition known as "unchristened"—made her way to the Atlantic through the North Channel, and steered for the Azores, her average speed being 131 knots an hour. She arrived at Terceira on the 10th of August, representing herself to be the Barcelona, built for the Spanish Government, and destined for a cruise in Mexican waters. Eight days afterwards she was joined by the Agrippina, a tender ship sent from London, with all the materials necessary to turn "No. 290" into the "Alabama," such as she was afterwards known, and will be known, as long as ships are built and men navigate the ocean. Six guns, with coals, stores, and all the requisites of an armed steamer, were transferred to the Confederate vessel; and on the 20th of August the Alabama arrived with Commander Raphael Semmes, some officers, 200 pounds, and more stores. On the 21st of August the new war steamer

broad ocean. Captain Semmes read his commission, formally took command of the vessel, hoisted the Confederate flag, and christened her the Alabama, amid the cheers and salutations of all on board. At that time there were twenty-six officers and eighty-five men in the ship; and so the Alabama started on her adventurous career.

No time was lost in commencing offensive operations against the Federal merchant marine, for on August 29th a Federal brig was chased, but, fortunately for it, escaped its pursuers in the darkness of the night. A whole ship, from Martha's Vineyard, one of the islands of Massachusetts, was destined to be the first victim of the Confederate cruiser. The fact that the whaler was from such a strictly New England part of America was rather gratifying than otherwise to her captors. Her voyage had been a pretty successful one so far, and she had a good store of whale oil on board. On the 5th of September her crew were busy engaged operating on a valuable sperm whale, lashed alongside, when the Alabama hove in sight—not at all alarming the honest Massachusetts folks, who had no suspicion of the real character of the stranger. Great, however, was their amazement when the boats of the Confederate vessel came up, took possession of her and her cargo, and declared her officers and crew prisoners. Next day vessel and cargo were burnt, to the still greater consternation and dismay of the Yankees, who, however, were placed in iron as a precautionary measure, and left to threaten the distant vengeance and to ruminate on the entire proceedings until they could be conveniently got rid of. On the same day a Boston vessel was captured, after an exciting chase off the island of Flores. The prisoners of both vessels were set at liberty on the Alabama touching at Flores, the Boston vessel being also set on fire on September 9, in company with two other vessels which had been captured in the meantime. On the following day another captured vessel was destroyed, and then the Federals had a respite for a few days. On the 13th, 14th, and 15th of September three more vessels were taken and burnt, after the crew of the Alabama had tried some great gun practice upon them. But the mere enumeration of the Federal ships taken and destroyed by the Confederate cruiser would occupy a great deal of space with a dry catalogue of names. It may suffice to say that from the date of her first capture in September, 1862, to the same period in 1863—single year—she less than sixty prizes were made by the Alabama, or rather more than one a week. We are not at the present moment in possession of an exact return of the captures during the last eight or nine months; but they have hardly been in proportion to the first year's havoc, as the proceedings of the Alabama and kindred ships compelled a large number of Federal merchantmen to seek the protection of neutral flags, and made the remainder exceedingly wary. It has been stated that nearly one hundred Federal merchantmen have altogether succumbed to the Alabama, and this is probably not far from the correct number. With the exception of perhaps a dozen, the captured vessels were burnt or sunk. The motives for sparing any were simple enough. Some were useful in relieving the Alabama of an accumulation of prisoners, and one or two were turned into Confederate cruisers. Captain Semmes went about his work as a man of conscience who had a strong sense of his duty to his Government; and even when he released a vessel on condition of taking charge of his prisoners, he exacted from the captain a heavy ransom bond to be liquidated at the conclusion of the war. When the Brilliant, laden with corn and flour for starving Lancashire, was captured in October, 1862, Captain Semmes says it went to his heart to destroy her and her cargo. But he had no other alternative, and his duty to his Government compelled him to burn her. In a vessel taken on the 7th of October, one of the crew of the Sumter, who had deserted the vessel at Cadiz, was found. He was brought on board the Alabama, and a few days afterwards tried as a deserter from the naval service of the Confederate Government. He was found guilty, sentenced to lose all title to the wages and prize money due to him, and to complete his term of engagement without any pay except sufficient to provide him with clothing and other necessities. It would have been much more conducive to the ease of the captain and his officers if this man, whose name was Forrest, had been summarily punished, and discharged from the ship on the first opportunity. From the moment of his condemnation he lost no opportunity of exciting mutinous feelings amongst the crew, and for a length of time continued to be the evil spirit of the forecastle. It was not his fault that the career of the Alabama was not speedily brought to a close, as we shall see in the course of this article.

On 16th October the Alabama experienced a terrific gale, which put her quarters in a going vessel to a severe test. She proved herself an excellent boat, but sustained damages which compelled her to lie to for repairs during some days. She then recommenced her destructive career, steering for New York, off which port it was the intention of Captain Semmes to cruise for some time. He found, however, that his coals would not carry him so far, and was accordingly obliged to make for Port Royal, Martique, where he arrived on the 18th November, capturing prizes on the way. The trusty Agrippina was awaiting the Alabama at Port Royal with a cargo of coal, but before the latter could take in a supply—that is, on the morning of November 19th—the Federal war steamer San Jacinto, fourteen guns, came steaming into the harbour, to the no small consternation of the Confederates. This was the vessel which, under the command of Captain Wilkes, stopped one of our West India steamers on her passage from St. Thomas's to Southampton, took from on board Messrs. Shidell and Mason, the Confederate commissioners, and led to the "Trent affair," in which the Federals were ultimately compelled to give up the commissioners and as humble pie. The governor of Port Royal interfered in vindication of the principles of international law, and gave the Federal vessel the option of going beyond a distance of three miles from the mouth of the harbour, or, if she cast anchor, remaining for twenty-four hours after the departure of the Confederate. The captain of the San Jacinto accepted the former alternative, as affording him the better chance of capturing the Alabama. But the vessel was not to be easily taken. Captain Semmes perceived that he must get out of the trap, or fight out of it, without delay, as every hour increased the chances of more Federal vessels coming up, and thus multiplying the difficulties and dangers of exit. After a brief consultation with his officers he determined to run out that very night, and take his chances of escape or battle. The San Jacinto was a far more powerful vessel than the Alabama, had a superior armament, a more numerous crew, and, in fact, possessed nearly every possible

advantage over her. But still there were always the contingencies of conflict to count upon, and Semmes resolved to trust to fortune and risk these. As night fell the guns were prepared and loaded, those of the broadsides with shot and the pivot guns with shell. They were then run out and everything was made ready for a desperate encounter. Shortly after seven o'clock in the evening the anchor was weighed and the Alabama made her way close by the shore towards the entrance of the harbour with little noise as possible. But the Yankees had adopted precautions for informing themselves of the movements of the Confederate, and an American vessel in the harbour commenced discharging rockets as a signal for the San Jacinto to the Confederate as she moved. Notwithstanding this unlooked-for incident Captain Semmes arrived at the mouth of the harbour without encountering his enemy, reached the open sea, and, in short, got clear off. So completely successful had he been, indeed, that for four days and nights the San Jacinto cruised off the port in blissful ignorance of the departure of the vessel she so much required. On November 26th, a court-martial was for the second time held on this occasion originated as follows.—It appears that during the short stay of the Alabama at Port Royal, he had managed to smuggle a quantity of spirits on board, with the express intention of exciting the men, and inducing them to mutiny. He distributed the alcohol amongst them, taking care to partake of none of it himself. When the men were sufficiently intoxicated to suit his purpose he headed the outbreak, which was, however, not of such a formidable character but that it could at once be suppressed by the ready action and determined conduct of the captain and officers. Forrest was placed in irons, and held for the sentence of the court-martial. He was adjudged guilty, ordered to be branded with a mark of infamy, to be dismissed from the service of the Confederate government, to be stripped of all he possessed with the exception of the clothes he stood in, and to be put ashore on the island of Blanquilla. This island is a barren rock, inhabited solely by three individuals, who manage to secure a miserable subsistence by rearing a few half-starved goats. What became of Forrest has not transpired, for the vessel took its departure on the same day the court-martial was held and the sentence executed.

On December 7th, a glorious haul was made by the Alabama. The Federal mail steamer Ariel, from New York to Aspinwall, was brought to a sharp chase, and not until she had sustained some injuries from the guns of the Alabama did she escape. On board 140 officers and men of the Federal marine, with 500 passengers and several Federal military officers. There was also on board, as a part of the cargo, one 24-pounder rifled cannon, 135 new rifles, sixteen swords, 1000 rounds of ammunition, and three boxes of specie; all of which were transferred to the Alabama without loss of time. Two days afterwards the Ariel was liberated on her captain giving a ransom bond, all on board highly eulogising the courtesy and leniency of Captain Semmes and his officers. They little suspected that at the very moment they were so unexpectedly allowed to depart they could have steamed away from their captor with the most perfect impunity. An accident had occurred to the machinery of the Alabama, which quite disabled her for some days. At the moment the accident was privately announced to Captain Semmes his vessel was some distance from the Ariel, the latter having a very few men as a prize crew on board. The occurrence was kept secret, and a boat was sent to the Ariel offering to liberate her on the captain signing a ransom bond. The terms were so advantageous that they were at once accepted, to the satisfaction of all parties. Some temporary repairs having been effected, the Confederate vessel cruised for a few days off the western extremity of Cuba, but finally made for the three islands called Las Arcas, where the Alabama remained until the 5th of January, 1863, undergoing repairs and taking supplies of coals and stores from the Agrippina. Before the departure of the vessel the stowage officers set up a grave board on the most prominent point of the largest island, bearing the following joice inscription:—"In memory of Abraham Lincoln, President of the late United States, who died of nigger-on-the-brain, 1st January, 1863." A note, written in Spanish, was left in a protected and conspicuous position near the grave board:—"Will the finder kindly favour me by forwarding this tablet to the United States consul at the first port he touches at." After this performance the Alabama weighed anchor; her captain resolved to proceed towards the port of Galveston, Texas, then blockaded, more or less efficiently—and rather less than more—by the Federal cruisers. This was a perilous attempt, as all on board well knew, as the chance of meeting a Federal vessel of war almost amounted to a certainty. For this very reason the officers and crew were in the highest spirits, confidently expecting a fight—and they were not disappointed. Writing on Sunday, January 11th, one of the officers of the Alabama has the following account in his journal of the events which transpired on that day:—"The watch below came on deck, and of their own accord commenced preparing the guns, &c., for action. Those whose watch it was on deck were employed in getting the propeller ready for lowering; others were bending a cable to a keedge and putting it over the bow; the engineers firing up steam, officers looking to their side arms, &c., and discussing the size of their expected adversary or adversaries. At 2.30 shortened sail and tacked to the southward. Four p.m. a steamer reported standing out from the fleet towards us. Backed mainmast and lowered propeller. At 4.50, everything reported ready for action, chase bearing N.N.E., distant ten miles. At 6.20 beat to quarters, manned the starboard battery, and loaded with five-second shell; turned round and stood for the steamer, having previously made her out to be a two-masted side-wheel steamer, of apparently 1200 tons, though at the distance she was just before dark we could not form any correct estimate of her size, &c. At 6.30 the strange steamer hailed and asked 'What steamer is that?' We replied (in order to be certain who she was), 'Her Majesty's steamer Petrel. What steamer is that?' Two or three times we asked the question, until we heard, 'This is the United States steamer.' We did not hear the name, but 'United States' was sufficient. As no doubt existed as to her character, we said, at 6.35, 'This is the Confederate steamer Alabama,' accompanying the last syllable of our name with a shell fired over the stranger. The signal being given the other guns took up the refrain, and a tremendous volley from our whole broadside was discharged at her, every shell striking her side, the shot being distinctly heard on board our vessel. We thus found that our opponent

was not the steady, reliable, and the active, energetic general. A most sharp spirited fight was kept up on both sides, our fellows popping away as though the action depended upon each individual; and so it did. Pistols and rifles were continually sending from our quarter deck messengers most deadly, the distance during the hottest of the fight not being more than forty yards. It was a grand, though fearful sight, to see the right shafts of living flame, the deadly missiles striking the enemy with a force that we could feel. When the shells struck, and especially the percussion ones, our adversary's whole side was lit up, showing rents of five or six feet in length. One shot had just struck our smoke-stack, wounding one man in the neck, when the enemy ceased firing, and fired a lee gun; then a second, and a third. The order was then given to 'cease firing.' This was at 6.52. Tremendous cheering commenced, and it was not until everybody had cleared his throat to his own satisfaction that silence could be obtained. We then hailed our victim, and in reply they stated that they had surrendered, were on fire, and also in a sinking condition. They then sent a boat on board, and surrendered the United States gun boat Hatteras, 9 guns, Lieutenant Commander Blake, 140 men. Boats were immediately lowered and sent to assist, when an alarm was given that another steamer was bearing down for us. The boats were recalled and hoisted up, when it was found that the alarm was a false one. The order was then given, and the boatswain and his mates piped, and the boats to save life! and soon the prisoners were transferred to our ship—the officers under guard on the quarter-deck, and the men in single irons. The boats were then hoisted up, the battery run in and secured, and the main brace spliced. All hands were piped down, the enemy's vessel sunk, and we steaming quietly away by 8.30— all having been done in less than two hours. In fact, had it not been for our having the prisoners on board, we would have sworn nothing unusual had taken place, the watch below quietly sleeping in their hammocks.

"The conduct of our men was truly commendable. No flurry, no noise, all calm and determined. The coolness displayed by them could not be surpassed by any veterans—our chief boatswain's mate, apparently in his glory, shouting: 'Sponge, load with cartridge, shell, five seconds, run out, well down compressors, left, traverse, well, ready, fire, that's into you, that kills your pig, that stops your wind, &c.' The other boatswain's mate equally enjoyed the affair. As he got his gun to bear upon the enemy he told him and fire, exclaiming, as each shot told, 'That's from the scum of England,' 'that's a British pill for you to swallow, &c.' The New York papers having once stated that our men were the 'scum of England.' All the other guns were served with equal precision. We were struck seven times, only one man being hurt during the engagement, and he receiving only a slight flesh wound in the cheek. One shot struck under the counter, penetrating as far as a timber, and then glancing off; a second struck the funnel; a third went through the side, across the berth deck and into the opposite side; another raised the deuce in the lamp-room, and others lodged in the coal bunkers. Taking a shell up and examining it, we found it filled with sand instead of powder. The enemy's fire was directed chiefly towards our stern, the shots flying pretty thick over the quarter-deck near to where our captain was standing. As they came whizzing over him he would exclaim, with his usual coolness, 'Give it to the rascals. Aim low, men.' 'Don't be all night sinking that fellow,' when for all or anything we knew the night would be an iron-clad or a ram. On Commander Blake surrendering his sword he said that 'it was with deep regret he did so.' Captain Semmes smacked his lips and invited him down in his cabin. On Blake giving his rank to Captain Semmes he gave up his state-room for Blake's special use, the rest of the officers being accommodated, according to their rank, in the ward-room and steerage—all having previously been paroled; the crew being placed on the berth deck, and our men sleeping anywhere, so that the prisoners might take their places. Of the enemy's loss we could obtain no correct accounts. A difference of seventeen being in their number of killed, the Hatteras having on board men she was going to transfer to other ships. Their acknowledged loss was only two killed and seven wounded. A boat had been lowered, just before the action, to lower us. As we anticipated and learnt afterwards, it pulled on for the fleet, and reached Galveston. From conversation with her first lieutenant I learnt that as soon as we gave our name and our first broadside, the whole after division on board her left the guns, apparently paralysed; it was some time before they recovered themselves. The conduct of one of her officers was cowardly and disgraceful in the extreme. Some of our shells went completely through her before exploding, others burst in side and set her on fire in three places; one went through her engines, completely disabling her, and another exploded in her steam-chest, a scalding all within reach. Thus was fought, twenty-eight miles from Galveston, a battle which, though small, was yet the first yardarm action between two steamers at sea. The Hatteras was only inferior to us in weight of metal, her guns being nine in number, viz:—Four 32 pounders, two rifled 30-pounders, carrying 38lb. shot (conical), one rifled 20-pounder, and a couple of small 12-pounders. On account of the conflicting statements made by her officers we could never arrive at a correct estimate of her crew.

This combat made the locality of Galveston unpleasantly warm for the Alabama, and several powerful Federal vessels were dispatched to look out for her. She accordingly made for Jamaica, and having obtained permission of the governor, anchored in Port Royal for repairs and coaling. The officers and crew were completely demoralised at this port, and the discipline seems to have been rather affected in consequence; some men and the chief petty officer had to be put in irons for exceeding their time of leave. The paymaster was also dismissed the ship from "circumstances of a painful nature," and sent ashore. On Monday, the 25th of January, the Alabama set sail from Port Royal, in an E.S.E. direction, again escaping her old friend the San Jacinto, and another Federal war vessel, watching for her outside the harbour. She kept on her course, making many captures of Federal vessels sailing between India, China, and Australia, and England and America, giving herself out as the Federal steamer "Daedalus" in search of the Confederate "pirate" Alabama. Many were the warnings, friendly and sarcastic, Captain Semmes received from neutral vessels, on the supposition that he was not catch a tartar in overhauling the Alabama, which was well known to have fought

with her. The steady, reliable, and the active, energetic general. A most sharp spirited fight was kept up on both sides, our fellows popping away as though the action depended upon each individual; and so it did. Pistols and rifles were continually sending from our quarter deck messengers most deadly, the distance during the hottest of the fight not being more than forty yards. It was a grand, though fearful sight, to see the right shafts of living flame, the deadly missiles striking the enemy with a force that we could feel. When the shells struck, and especially the percussion ones, our adversary's whole side was lit up, showing rents of five or six feet in length. One shot had just struck our smoke-stack, wounding one man in the neck, when the enemy ceased firing, and fired a lee gun; then a second, and a third. The order was then given to 'cease firing.' This was at 6.52. Tremendous cheering commenced, and it was not until everybody had cleared his throat to his own satisfaction that silence could be obtained. We then hailed our victim, and in reply they stated that they had surrendered, were on fire, and also in a sinking condition. They then sent a boat on board, and surrendered the United States gun boat Hatteras, 9 guns, Lieutenant Commander Blake, 140 men. Boats were immediately lowered and sent to assist, when an alarm was given that another steamer was bearing down for us. The boats were recalled and hoisted up, when it was found that the alarm was a false one. The order was then given, and the boatswain and his mates piped, and the boats to save life! and soon the prisoners were transferred to our ship—the officers under guard on the quarter-deck, and the men in single irons. The boats were then hoisted up, the battery run in and secured, and the main brace spliced. All hands were piped down, the enemy's vessel sunk, and we steaming quietly away by 8.30— all having been done in less than two hours. In fact, had it not been for our having the prisoners on board, we would have sworn nothing unusual had taken place, the watch below quietly sleeping in their hammocks.

She then steered for the Cape of Good Hope, committing the usual ravages on the Federal merchantmen on her way. Amongst others the Talsman was captured, a most acceptable prize, as her cargo consisted of coals, and she had on board two new brass rifled 12-pounders. These guns, with a supply of small arms, coals, stores, &c., were put on board another prize, the Conrad, which was turned into a Confederate cruiser, under the name of the Tuscaloosa, Lieutenant Low, of the Alabama, taking the command of her. With mutual cheers and salutes of guns the two vessels parted company, but met again in Table Bay, on August 5. The reception given to the Confederates at the Cape was equally cordial to that which they had experienced at Bahia. Private individuals and officials vied with each other in welcoming the hardy sea rovers. The Georgia had been in Simon's bay previously, but had taken her departure for it was believed, the Indian Ocean. She had only been gone a few days when the Federal Vanderbilt steamed in quest of "pirates," but, on learning how short a time had elapsed since the Georgia had been there, set off at once in the direction she was supposed to have taken. Had she been a few days earlier, or waited a few days longer, she would have been certain of encountering one of the Confederates—the Georgia or Alabama. This helped to confirm the suspicion that the great object of the Vanderbilt's cruise was to avoid the Confederates. The Alabama cruised about the Cape for some time, and then disappeared for the East, where for some six or eight months she was busy sweeping the seas of the Federal flag. Like the Flying Dutchman, this daring vessel was over and over again encountered by the waters of the Indian Ocean, but always with ordinary or extraordinary sailing. She was at almost one and the same time declared to be in the West Indian seas, doubling Cape Horn, cruising off the coast of California, and watching for Yankees at Singapore. Suddenly she again turned up at the Cape to build Admiral Walker with some hard sea logic having reference to the liberties he had permitted himself to take with the Tuscaloosa; for it would appear that Captain Semmes is as much at home before his writing-deck as on the quarter-deck. Once more putting to sea, all traces of the gallant ship were lost for a time, but certainly the vicinity of the British Channel was, of all others, the place where she might least be expected to turn up. However, on the 11th she appeared off Cherbourg, and steamed into that port, it being intended that she should undergo thorough repairs, as her two-year's cruise had produced serious effects upon her, necessitating extensive repairs. She had, however, hardly got well into port when the Federal war steamer Kearsarge made her appearance outside, and challenged the Alabama to combat. Without considering the matter too curiously, Captain Semmes accepted the challenge, and on the 19th instant, steamed boldly out to meet his more powerful opponent. The rest of the story of this extraordinary vessel is still in process of telling, and for the last few days has been before the public in the columns of the daily papers. It is therefore unnecessary to repeat it here; but we may say, in conclusion, that from first to last, as a whole, or merely as a part, of the history of the young American Confederacy, it is a story which furnishes a splendid illustration of what can be done by those who take as their motto—"Aide toi et Dieu l'aidera."

THE REV. DAVID LIVINGSTONE.—The Times of July 8, says:—Dr. Livingstone proceeded by yesterday's steamer to England. It is not unlikely that he will return to Bombay in about four months on his way to Eastern Africa. He now regards the country lying to the North of Zambiar as offering greater inducements for the establishment of a mission, than the regions further South, where the continuance of the Portuguese Government with the slave trade is a most serious hindrance to the prosecution of missionary efforts. By the Portuguese law, no Christian may be held in slavery; all who are not baptised are to be bought and sold. We should hope that attention at home might be drawn to this state of things, and a pressure brought to bear upon the Portuguese Government such as may bring about a conformity between the practice of the dependencies, and the professions of the mother country.

THE NEW ZEALAND "CONFIRMATION" ACT.—The Spectator says:—Mr. Cardwell has produced the New Zealand Act, according to Mr. Charles Baxter, co-liberal, "the whole of the land of all the natives, loyal as well as rebel, from end to end of the Northern Island." "At one fell swoop," The Act seems vague and badly drawn up, but no words can possibly describe what it really does to Mr. Baxter's. It is just what we called it, an empowere-ment, giving the Governor in Council, and him alone, power to confiscate land at will. But even then it gives no power to confiscate land except in districts where rebellion is active and spreading. Whenever the Governor in Council shall be satisfied that the natives are in a state of rebellion, or that any considerable number thereof, in any of the districts of New Zealand, are engaged in rebellion against His Majesty's authority, it shall be lawful for the Governor in Council to declare any district or districts to be in a state of rebellion, and to confiscate the land therein, and there is certainly no intention to confiscate the land of the loyal natives at all. The settlers, as usual, has been sorely irritated.

## FOREIGN MISCELLANY.

(From the European Times, June 27.)

It is announced on certain authority that the Sultan will visit France and England this summer. Advice from Tangiers states that the Governor of Tetouan has been dismissed and the new intendant, The Gazette of Morocco says that thirty-six Chahou prias of the province of Grouda have embraced the Greek religion. A provincial committee for the colonisation of Palestine by persons of the Jewish faith has been formed at Berlin. The King of Siam has obtained the consent of the Emperor of the French for a certain number of French officers to spend six months in military instruction. The celebrated paper from Moscow, the Kolokol, at Vienna, has succeeded, after many attempts, in procuring excellent paper from Russia. A communication from Athens states that a hand-drawn individuals confined to the prison at Tropezia have escaped, and are now in the direction of the south of the post, who favoured their escape. A proposition has lately been made to erect the who's tomb, in the cemetery of San Gregorio, just West, near Fiorino, in a granite of six metres. The body can be obtained. The cost is estimated at £20,000. The Milan journals state that a clerk in a public office, named Fugini, committed suicide three days since by shooting himself through the heart on his wife's tomb, in the cemetery of San Gregorio, just West, near Fiorino, in a granite of six metres. The body can be obtained. The cost is estimated at £20,000. The Milan journals state that a clerk in a public office, named Fugini, committed suicide three days since by shooting himself through the heart on his wife's tomb, in the cemetery of San Gregorio, just West, near Fiorino, in a granite of six metres. The body can be obtained. The cost is estimated at £20,000. 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...death without pain,  
...unrestrained, is what  
...have chosen  
...been far more  
...if you had had to  
...to witness suf-  
...and to long for ad-  
...than your place of  
...it may be a com-  
...summoned to  
...een purified, and  
...and thus been not  
...f.

...on mere, which I  
...from the difficulty  
...as to when it has  
...been grounded  
...even to you,  
...ended it generally.  
...a beloved object,  
...without feeling an  
...in their prayers to  
...ive impression that  
...ceable to them in  
...taught by Scrip-  
...The Roman Ca-  
...of hired masses  
...stantiated and mol-  
...even the good are  
...number of Pro-  
...is, I confess, one  
...countenanced in  
...of praying for the  
...Yet, having been  
...my own opin-  
...he practices, which  
...the belief that al-  
...unpleasing to the

...ions and practices  
...aviour, have un-  
...friends to mercy;  
...look of Macabees,  
...they derived it  
...ne time. But if this  
...be uneasy, or  
...one should think,  
...courses condemned  
...observed, that the  
...Churches, though  
...away for the dead,  
...have been universal,  
...little more than 150  
...en of as the usual  
...is, Augustine, in  
...at prayer which he  
...her, Monica; and  
...Dr. Johnson are  
...some years of re-  
...safer receiving the  
...y name to God's  
...His Son, as what  
...I hope, will, be of  
...dways endeavour  
...at as the same time  
...o presumptuous,  
...oliticious for others,  
...of my own salva-

...of consolation and  
...and I fear I may  
...my small hand-  
...God comfort you,  
...your children,  
...of comfort to you  
...him to be with your  
...n, through Jesus

...you my thanks for  
...which you received  
...loss which, alas!  
...except from the  
...name divine Being  
...and who, if we  
...lay more on us  
...is to bear. But I  
...to answer the very  
...on which you had  
...e of the dead, and  
...as on earth, and I  
...to such a subject  
...requires, nor even  
...with the conser-  
...er name) which I  
...ensibility, or (as  
...uspension and inter-  
...k from very many  
...n Christ uses the  
...y calling himself  
...he life after death,  
...that the life of  
...since to make it  
...it have been alive  
...y destined to live  
...n like manner St.  
...from the world, to  
...could not be so  
...perhaps 3000 years  
...re all, the penitent  
..., that he should  
...paradise, a passage  
...r, that that ge-  
...that meaning is

...has been always  
...the souls of men  
...nery—the one no:  
...as will be their  
...it has been even  
...which we know  
...time their happi-  
...hope or fear and  
...nience, than in any  
...and the early  
...at, by the prayer  
...of such persons  
...sentence obtained  
...their Almighty  
...es shall be finally

...turned point, but it is  
...arned divines have  
...not venturing to  
...munity, recommend  
...by mercy. But the  
...all, or almost all,  
...necessary prepa-  
...of in the Church  
...and the Eastern  
...received it. It is,  
...from the efficacy  
...of Rome does not  
...any share in its  
...immediately; so  
...ible in the way to  
...all sides sup-  
...work of redemp-

...ns—Whether the  
...essing among man-  
...factory conclusion,  
...some passages in  
...is where St. Paul  
...with patience our  
...are encompassed  
...which witnesses, y  
...he good and great  
...defer these help  
...of testing you. In  
...these, my sincere  
...prayers,

—"Edna," in the  
...that the Egglese  
...heard in July, is  
...near. No judi-  
...direction melo-dramatic  
...fraught with the  
...his divorce case is  
...ry require of good  
...whose Countess  
...Mingled. Mingle-  
...g freely bestowed  
...cause primary cause  
...not a few very  
...fortunate victim.

PAINFUL.—Some  
...inter's Recorder, is a  
...or Essays on the  
...tion of the News-  
...of the News-  
...persons set-  
...prisons at ease  
...it is a gratifying  
...a gave evidence of  
...power of compo-  
...positions and their  
...was awarded to  
...to Mr. Henry  
...Pentonsville. The  
...to Edinburgh. The



**THE SYDNEY MORNING HERALD, FRIDAY, AUGUST 19, 1864**

ITY MISSION.—LECTURE BY THE REV. J. GRAHAM.  
The lecture given by the Rev. John Graham, delivered  
at the City Mission, the entrance and admission to the  
course of "The Mission." The Hall was crowded to the  
top, and the lecture was most interesting and impressive.  
The Rev. Mr. Graham received a large number of  
communications from his hearers, and the proceeds  
of the lecture were brought to a close.

WILKING-STREET WEAVER'S SUNDAY SCHOOL.—The anniversary of this school was celebrated by a concert attended tea and public meeting, held in the church last night; Mr. J. Caldwell, M.A., presented the report. Mr. Secret stated that the school had increased in improved in every particular; it consisted of twenty teachers and 166 scholars, the average attendance of the latter being 100. There were 278 volumes in the library, and the usual weekly list was fifty-four. The receipts had been £35 5s. 10d.; the expenditures £1 5d., less than that estimate. The report was adopted on the motion of the Rev. J. N. Manning, seconded by Mr. Mott. The Rev. Mr. Mayne moved, and Mr. Mott

passed the next resolution, which was expressive of sympathy for the prosperity of the past year, which, instead of making a protest for relaxation, rather called for increased efforts, more earnest prayer, and greater boldness in heart and life. The resolution, moved by the Rev. G. H. H. and seconded by Mr. Cowlishaw, conveyed a vote of thanks to and a benediction for the time and labour devoted to the musical festival of the school children, and also to the ladies who had supervised the same. The names were sung at intervals by the children.

**LEONARDS SCHOOL OF ARTS.**—The Rev. F. Conway, after having read in the hall of this institution, a very interesting series of Historical Notes on British School

importance, it might easily be conceived that the singing of its various translations in different ages would not only be entertaining but an instructive lesson. It was a pretty good attendance, and the psalms were listened to with considerable attention.

On the PROPOSED SEE OF GRAFTON and ARMIDALE.—The Church of England Chronicle quotes the following from the *Monthly Report* of S. P. C. K. for May last:—“It was given that at the next general meeting, on Friday, June 7th, the standing committee will propose a sum of £1000 towards the endowment of the proposed see of Grafton and Armidale, in case the Duke of Devonshire should be elected to the see of Exeter.”

and the further sum of \$9000 be raised, as to be the requisite endowment of £10,000. The Rev. Curry, the Commissary of the Bishop of Newcastle, said that the Diocese of Newcastle, New South Wales, actually formed 5147, extended along the coast 500 miles, comprehended inland about 700 miles, lying to the Diocese of Perth. The present Bishop of Newcastle, as the population of this district rapidly increased, soon devoted his efforts to the multiplication of his diocese. The See of Brisbane already taken off the most northern portion, after the diminution the Diocese of Newcastle still included 4000 of its boundaries and extends inland several hundred miles to the western boundary not being very exactly defined.

Bishop of Newcastle now proposes to form two dioceses that portion of his present diocese which lie of latitude 31 40, the new one to be called the diocese of Gratton and Armidale. The population of the diocese is about 80,000, but the number of new settlers is large, and the population rapidly increasing. The same has been decided upon by the Colonial Secretary by the Archbishop of Canterbury. A gentleman who possesses of property in that district, Mr. Gurney, has come forward with the noble gift of £200,000, the Bishop of Newcastle guarantees that £200,000 will be forthcoming in the colony for the endowment of the diocese. He considers that the sum to be provided should

less than £10,000. The Colonial Bishops Fund properly £5000; the remaining £3500 must be raised in aid. Of this sum it is hoped that the Society for promoting Christian Knowledge will, at the June Meeting of the Board, grant £1000, to be paid when the £2000 from the sources now in course of raising for the same use. The Bishop of New South Wales, the most magnificent man, has promised to provide £500 from his own resources, leaving £1000 guaranteed in the colony. If the sum of £10,000 can be made up.

grain, in places, inundated, but fortunately not so great an extent as in the flood of February. The river on Tuesday night was unusually high for the time of rain which had fallen at Temworth, and its turn and Gooose Gooose Creeks were also considerably full. Throughout Wednesday a light mist-like rain fell here, but nothing to lead to the belief of the effect of the rain on the river. At the end of the day, as at the head of the Pool and its tributaries. At the same time, however, it would seem a heavy rain had occurred, for the river at Temworth was high throughout Wednesday, and by midnight recovered over the banks opposite the Cornhill.

turned to rice mill about seven o'clock on Tuesday, when it remained stationary for a short time, and gradually fell. The main street from below Gohm Yee's stores down to the hill near the new mill was with a rapid stream, while many of the houses on the stores in the street were flooded, but most were intact. The Goozoo Goozoo Creek overflooded in the lower Peol River, and formed a junction with the lower portion of the Peol River. The intervening distance was covered with water, and rapid current set in. Fortunately many who formerly resided in the area between the Government and the Company's river have been wise in time, and shifted themselves

erently out of reach of floods. Nanning Plains  
or less covered with water, but no great dam-  
age done to the farms there, the current not  
strong enough to do much injury. The  
rise of the Pei and Cocksburn Rivers is accom-  
panied by the melting of snow on the ranges  
when they take their rise, together with heavy rain.  
This is not sufficient rain at Tamsui to cause  
an apprehension of an overflow. It had been usually  
about six or seven feet in February, but this year  
was less than usual, and thus augment the volume, we should have been  
in position then on that memorable occasion. By  
today straining the water in the main stream, had the

terribly, although it had not all drained off. You see the whole of the waters at Tamworth had run in the banks of the river, which was falling rapidly. The weather is extremely threatening, the sky overcast with thick clouds, and possessing every indication of more rain before a change takes place. As might be expected, the mails both up and down have been interrupted, as well as all the branch lines.—*The Examiner*, of Saturday.

**EARLINGTON'S GOLD-FIELD.**—The discovery of payable gold-fields in the Darling Downs is a fact, although it does not seem at the present time to be of great importance, in view of the vastness of the country.

that will exercise a great influence on the future of the districts, and one that will be the means of peopling and accelerating their progress and, consequently, of the whole colony. On looking at the map of Zealand it will be seen that, at a point which lies to the west of south from Warwick, the Mata Raua River flows from New South Wales, and from the spot in question runs to the coast in a westerly direction, here takes a sudden bend, almost at right angles, to the south. From this point another important stream of the water in a north westerly direction through the district of which we are now speaking, and the general name of the river, and the name of the lower reaches of the river

relationships of Condamine and Surat. As it is marked on a map as "Gore's Range" in one portion of it, we shall assume that to be the correct designation for the whole. It divides the waters which flow into the Murrumbidgee from those which feed the Macintyre, and it is likely to be seen that the elevation of this range has been of chief account in determining the character of the very dry country, as well as the course of the Murrumbidgee as it is watered. The Condamine, which would naturally flow westward to the basin of the Murrumbidgee, has, however, been diverted towards the north-west, and is now flowing nearly parallel to the north-west-south-west line of Gore's Range. The first two hundred feet of the range, Gore's Range, has been described as

one of the Downs, and the important influence it has borne on the geology and general contour of the country, we do not doubt make it the base of operations in any future survey and search for gold by the scientific explorer or the practical miner who has a proper knowledge of his calling. The Downs' gold-field has an exceptional interest in consequence of every other part of Australia being associated with confidence that a main line of communication having a meridional direction, and possibly a regular series of them, will yet be discovered, and in the present rich east and west of Talcott are only a few. It is also an interesting fact that a belt of volcanic basaltic washes from the Providence towards the

and, possibly reaches that river. Proceeding from fact to reasonable conjecture, we are justified in inferring from the descriptions that have been given of the principal features of the country, that sufficient water can either be supplied throughout the whole length of Gwelo. At all events, there are sufficient grounds for believing that Government should take steps for the purpose of a geological survey being made, which could be almost invariably trifling expense. Desultory or unsystematic prospecting, and chance discoveries of auriferous veins, often do much more harm than good, and sometimes seriously injure to other branches of industry that are in progress, and in each respect are

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15 h. p. portable hoisting engine, with wheels, attached boiler, &c.  
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**SYDNEY:**—Printed and Published by JOHN FAIRFAX and Son at the Office of the *Sydney Morning Herald*, Flax and Market streets, Friday, August 10th, 1894.

14550